

REPORT

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1. In the summer of 1949 the shipyards Dinamica and Santier Naval were renamed Sovromtransport No. 2 and Sovromtransport No. 1 respectively. In April 1950 the administration of both shipyards was integrated under the name Sovromtransport Turnu-Severin. The Director of Sovromtransport No. 2, a Rumanian named Abagiu was put in charge of the organization. He was replaced in July 1950 by one Negoiu. In January 1951, a Russian naval officer named Kultunov became Director with Negoiu as his deputy.
2. Seven to eight steel lighters of 1,000 tons each and four to five steel lighter tankers of 1,000 each were handed over to the Soviets by Sovromtransport No. 1. Four seagoing cargo vessels locally known as Sardex whose hulls were built at Galati were towed to Turnu-Severin for final completion at the end of 1948 and in early 1949.
3. In early 1949, seven 1,000 ton steel lighters were handed over to the Soviets by Sovromtransport No. 2. During the period early 1949 - end 1950 an additional ten lighters were built.

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Up to the end of 1950, 15 wooden fishing vessels had been completed. Four were still on the ways; they were expected to be launched in early 1951.

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Up to the end of 1949 these craft were given the names of fish [redacted] [redacted] During the period 20 July - 15 August 1950, 50X1-HUM about 150 steel boats were converted to pontoons. These boats were about five meters long and had a beam of about two meters. Their carrying capacity was one and a half tons. The craft arrived at Turnu-Severin by rail. New personnel were engaged and worked round the clock to convert the craft. This consisted of general repairs and the laying of a metal deck. After completion the craft were transported at night by rail toward Orsova.

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4. Sovromtransport was planning to build 1,000-ton steel lighters and wooden fishing craft during 1951. Their number was not known, but it was expected to exceed the 1950 figures. It was also planned to construct a new type of steel fishing craft.

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5. Personalities of Sovromtransport No. 2 are as follows:

Technical Director	-	Liviu Mihailescu	[redacted]
Assistant Director	-	Tanou,	[redacted]
Engineer for motors	-	Finger,	[redacted]
Yard engineer	-	Baleanu	
Launchings of wooden craft	-	Petre Athanase	
Engineer draftsman	-	Aristidi Mihail	
Planning	-	Nita Enne	
Political Office	-	Dafinoiu	

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6. In early 1951, about 1,600 yard laborers and 100 clerical staff were employed at the Sovromtransport No. 2 firm.

7. The Sovromtransport No. 2 yard covered an area about two kilometers long and 700 meters wide. It was surrounded by a wooden fence one and a half to two meters high.

The following is the key to the sketch attached as Appendix A.

No. 1 Main gate.

No. 2 Sentry boxes. Since early 1951 the Militia has been responsible for guarding the shipyard.

No. 3 Two story brick building 30 meters by 15 meters. The ground floor was used as baths and the first floor as offices.

No. 4 Steel plating construction shop, a reinforced concrete construction 70 meters by 40 meters by 45 meters.

No. 5 Power plant, a brick building 40 meters by 15 meters. There were two diesel engines of 340 h.p. each and two air compressors. It was expected that two Bolinder marine engines were to be installed to increase power output.

No. 6 Store, a shed 35 meters by 10 meters.

No. 7 Store similar to No. 6 above.

No. 8 Shed similar to No. 6 above, used as a carpenter shop.

No. 9 Office, a single story brick building 30 meters by 15 meters.

No. 10 Cookhouse, dining hall, conference room, a shed 30 meters by 10 meters.

No. 11 Drawing office, similar to No. 10 above.

No. 12 Lathe shop, similar to No. 10 above. There were about 13 lathes.

No. 13 Tool store, a shed 20 meters by 10 meters.

No. 14 Construction shed for wooden craft, 50 meters by 20 meters.

No. 15 Construction shed for wooden craft, 50 meters by 35 meters.

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No. 16 Slipways. Six 1,000-ton steel lighters could be constructed simultaneously although usually only four were on the ways.

No. 17 Shed, 50 meters by 10 meters containing the following:

- a. Tool store
- b. Painting shop
- c. Tin smith
- d. Motor repair shop
- e. Paint store

No. 18 Garage, a shed 20 meters by 15 meters.

No. 19 Timber store, a shed 40 meters by 30 meters.

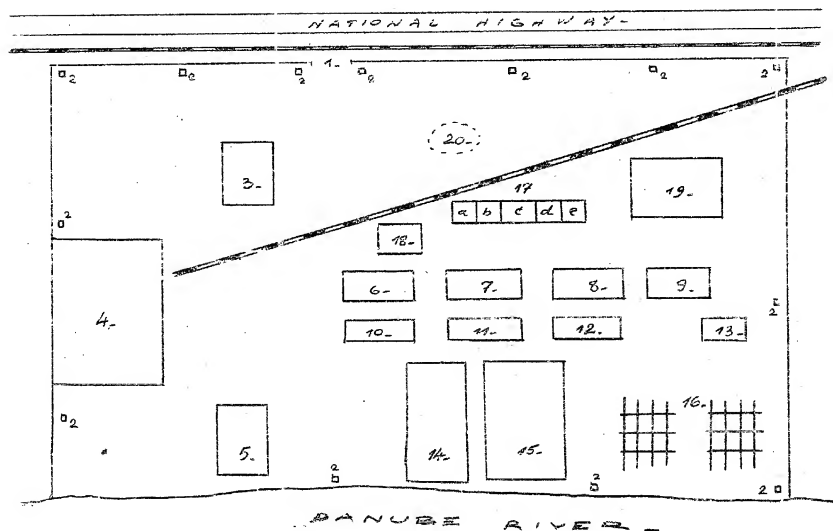
No. 20 Underground oil store (no details).

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APPENDIX "A"



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